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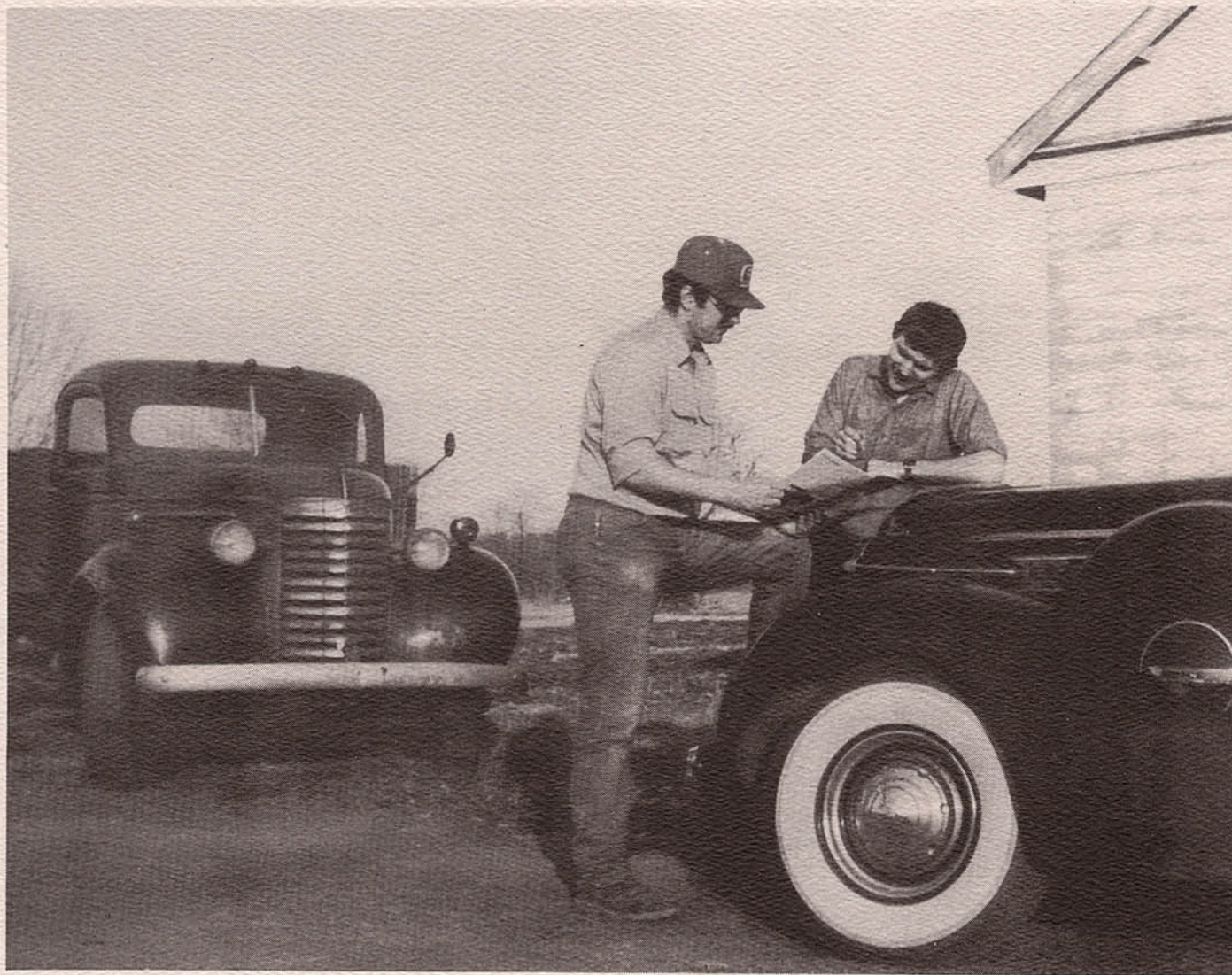
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THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VII • Number 7



THE TORQUE·TUBE

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VOL.VII, NO.7 •

MAY 1989

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

Club News

Lawyers are not the only people who deal with laws. Some of us are professionals in the fields of science, engineering, economics and other disciplines which have their own "laws"; even those who are not may remember the days when chalky pedagogues assaulted them with, inter alia, Boyle's Law, Ohm's Law, Gresham's Law, Bernoulli's Principle, Newton's First, Second and Third Laws of Motion, the various Laws of Thermodynamics, and so on ad infinitum or ad nauseam. Not to be upstaged, the Editor has from time to time in these pages announced his own Laws, applicable specifically to the Antique Car Avocation ("Hobby"?; "Pursuit"?) and often generally to Life as We Know It in The World at Large.

Some groups of legal scholars have labored long and brought forth "Restatements" of the law. It seemed no less appropriate to have here, as we near the Fifth Anniversary of my Editorship, a restatement and compendium of Olson's Laws. As presently constituted, they follow:

Olson's First Law (sometimes called the Principle of Harmonious Decrepitude): Where a complex organism (such as a 50-year-old car), consisting of numerous parts, is functional although decrepit, replacing one decrepit part with a new part will cause at least one other part to fail, if not all of them.

Olson's Second Law (the Conservation of Tubes): Old inner tubes may be made into an infinite variety of useful gizmos and should never be discarded.

Olson's Third Law: Generalizations about authenticity — or anything else, for that matter — are inherently dangerous.

Olson's Fourth Law: Perfect authenticity is permanently elusive.



FOUNDED BY DAVE LEWIS



The '37 80 and 90 series dash panel transfers that Tom Alderink (#735) has worked on reproducing are now ready for sale. Tom says they look great. See the "Parts Exchange" section.

Olson's Fifth Law (the Inverse Exaggeration of Estimates): It will inevitably cost more than you think. (Sometimes also called the Principle of the Inevitability of Self-Delusion.)

Then there is another that really ought to be included, although its applicability ranges far beyond the antique car "hobby"; indeed, it penetrates, to a greater or lesser extent, all aspects of human endeavor. That is Olson's Principle of Noxious Matter (sometimes called the Law of the Conservation of Shit): disagreeable or noxious matter may be transformed from one state into another, but it can never be eliminated. From this follows the Corollary of The Endless Procession of Unfavorable Consequences, of which, examples are far too numerous to consider here.

UPHOLSTERY KITS

One of our strongest advertising supporters over the past three years has been Hampton Coach. This firm, in Hampton, New Hampshire, makes an excellent line of upholstery kits for Chevrolets, Buicks and perhaps other makes. Through their generosity the Editor and a number of other members were afforded the chance to examine a sample kit in 1987. Looking at a Hampton kit, you'll see that all the difficult work has been done for you, and the fabrics and patterns are authentic. With the comprehensive instructions even the novice can complete a first-class interior restoration. All of the '37-'38 kits now available were originally patterned from Club members' cars. These members received new interiors at a price considerably below that for a "one-off" job at a custom shop, in consideration of Hampton's using their original interiors to design the kits. They were uniformly pleased with this deal. Jim Roll, president of Hampton Coach, and I would like to see more '37 and '38 kits added to their line: in particular, Special and Century sport coupes (46-S and 66-S), Special and Century "plain-back" sedans (47 and 67), and Century "trunk-back" sedans (61). If you have one of these models (or indeed any other for which a kit is not available) with an original interior, and are ready for a new one, I urge you to contact Jim Roll at Hampton Coach. You may do yourself and other Club members a big favor.

ANNUAL MEETING

Our "Annual Meeting," such as it may be, will be held as in prior years at the BCA National Meet in Batavia, New York. Look for a bulletin board notice at the Meet, as to exact time and place.

Nunc est bibendum!

— Bill

CLUB MEETS: Mansfield, Ohio (vicinity); September 14-17, 1989; contact Editor for details. Shell Beach, California; September 22-24, 1989; contact Bill Schaeffer (#622); 714/631-1912.

Mail From All Over

FROM H.J. GLASS (111) ~ DENVER, COLORADO

281 South Pennsylvania Street
Denver, Colorado 80209
February 6, 1989

Dear Bill:

An outbreak of cabin fever accompanying extreme weather conditions (over 48 hours sub-zero this past weekend - thanks, Alaska!) occurred at my home, and this tends to bring out guilt feelings about all those good intentions to support the Editor who toils so devotedly for those of the 1937/38 Buick persuasion.

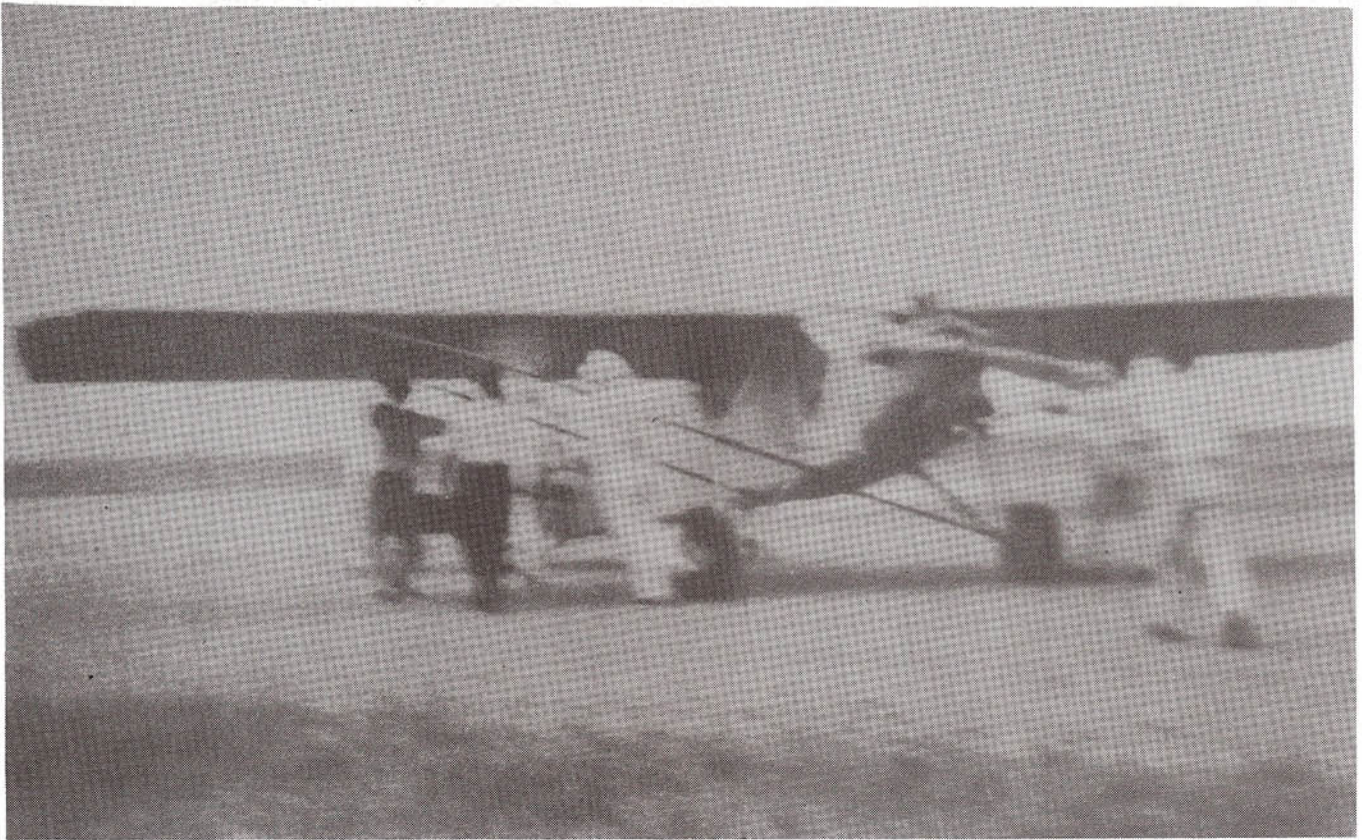
About two years ago, I had an idea for a possible short article for the Torque Tube, inspired by my turning up a couple of old photos. As is true of other photographic efforts of mine of like vintage, the negatives are long lost. In an attempt to quell my voiced frustration on the subject, my wife (who was at that particular time engaged in some protrait style photography of her own) made copies of the prints per the enclosures - she was tired of hearing of my intent to take the pictures to a studio for professional copying. In truth, the subject would have been much more timely for publication in 1988, the fiftieth anniversary of the event. So much for the excuses, now for the further background...

Christmas 1937 brought me a very nice camera for one of such tender years, to replace my Brownie and permit my indulging more photography in conjunction with my primary hobby interests - railroads and aviation. I had a rather creditable collection of steam locomotive photos which I took in travels with my family around the southeastern U.S. and Gulf Coast area (gone in a fit of "reorganizing my life" in 1946). I still have a modest collection of prints of military and civil aircraft which I took between the mid-30's and just before WWII. But I digress - and you might have been willing to read all this in my autobiography, unpublished and unplanned. The event to which I alluded, a headline-maker in 1938, is summarized in the enclosed copy of a newspaper story published last summer (and I was thinking about the topic long before it briefly gained attention again). With my Kodak 620 I was at Shushan Airport on the New Orleans lakefront when Doug Corrigan stopped over on his tour of the U.S. after his return from Ireland. The one snapshot shows the Curtiss Robin on the runway right after he landed and shut down the engine. As is evident, the second shows the hero of the event passing in the motorcade as it departed the airport for downtown (New Orleans always had a parade for any excuse) - note that the waving celebrity is perched on the folded and booted top of ... a 1938 BUICK CONVERTIBLE SEDAN (your preference of appellations)! Close examination, not my memory, discloses it to be a Roadmaster (Phaeton). Recollection of the color escapes me (only 50+ years - what can be the matter with me?), but it appears to be a medium metallic shade - could it be Cezanne Beige? The size 620 contact prints still have on the reverse side my pencilled notation of the date, August 27, 1938.

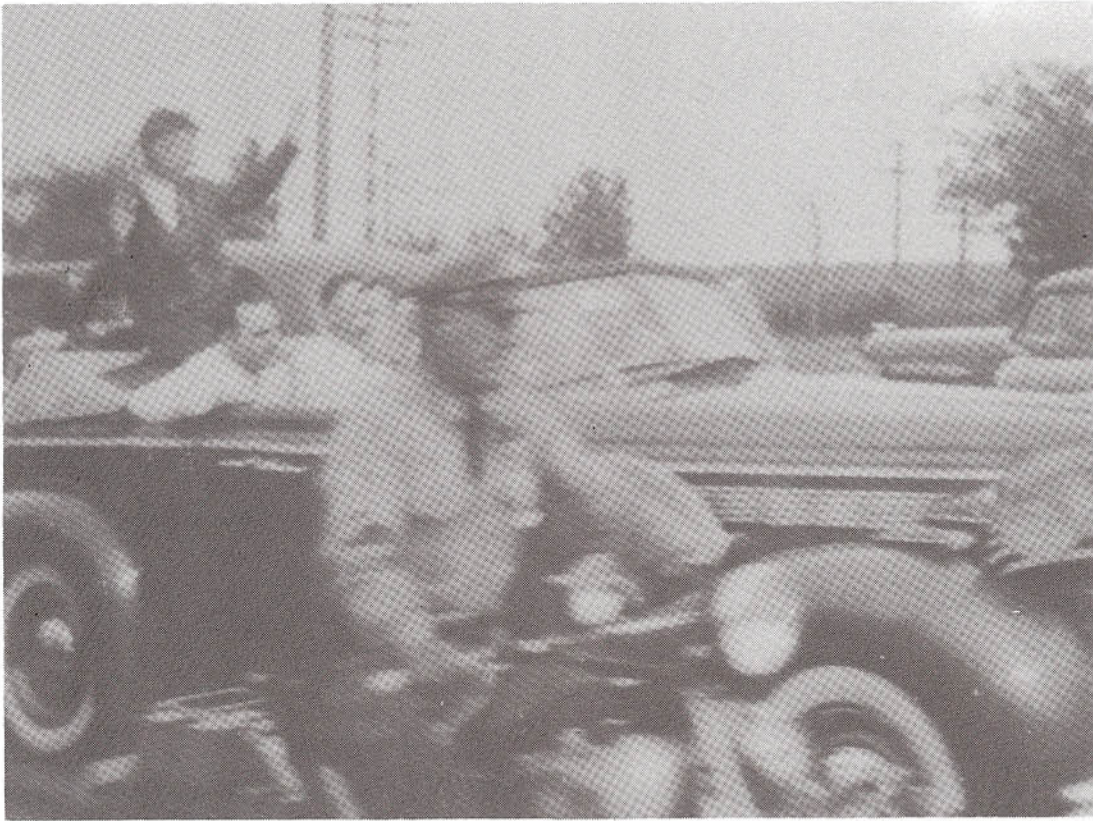
This probably qualifies for the monthly shaggy dog tale award, but it is '37/'38 Buick related. Anyway, I have been wanting to write and acknowledge my personal appreciation especially of the paint color features, and your further musings on colors and such. I have a distinct recollection of two Cezanne Beige cars, many years apart - both Model 38-41. As for the relationship of 1937 colors to things British, recall please the preoccupation with the Prince of Wales at that period, later Edward VIII, later Duke of Windsor - and you surely remember the splendid 1936 McLaughlin Buick limousine. Oh well...

Regards,

Jay
H. J. Glass



The newspaper article referred to in Jay's letter is from The Denver Post of July 17, 1988, and reports a ceremony commemorating the fiftieth anniversary of Douglas Corrigan's solo flight from New York to Dublin, Ireland in a plane which he'd bought in 1931 for \$310. Refused official permission to fly the Atlantic, Corrigan took off from Floyd Bennett Field on July 17, 1938 saying he was headed back to California. He landed in Dublin the following day, and claimed his compass froze, leading him to fly "the wrong way." Ever after known as "Wrong Way Corrigan," he became a folk hero and made a bunch of money on the rubber chicken circuit as well as in a movie starring himself.



FROM HARRY LOGAN (#651) - LOS ALTOS, CA

While looking at clocks in a store in Los Altos recently, I struck up a conversation about old cars with the owner, Dick Osgood. I mentioned I had a '38 Buick Century Coupe. He knew all about them and said he got the money to start his clock store by selling his '38 Buick Century Convertible 66C.

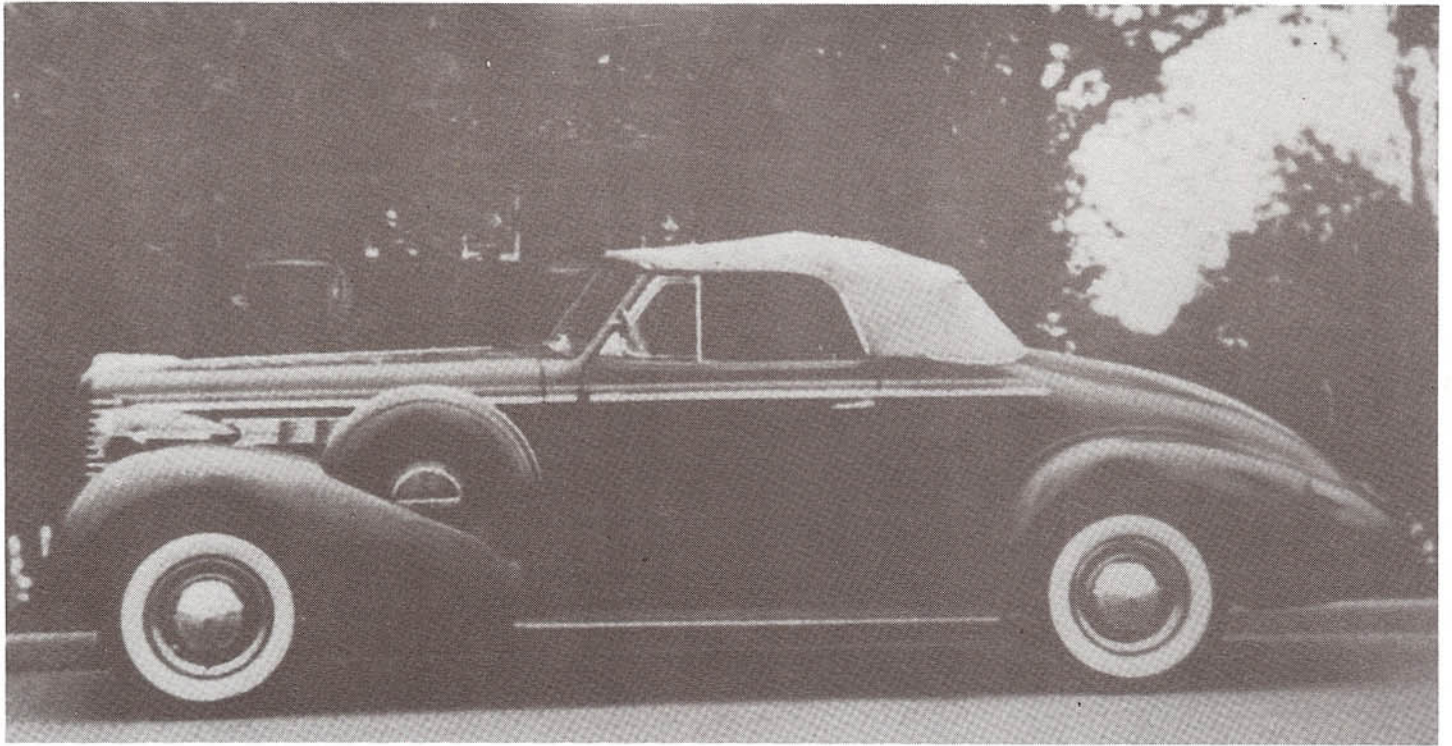
He knew the original owner (who is still alive) and showed me photos of the car when it was new, when it was taken out of storage and after it was restored.

The original owner was from Illinois and drove the car to California in 1943. I looked at the log book he kept of his food and oil costs and gas mileage on his trip as well as his 1943 California registration slip. I copied the approximately 20 photos and would like to give them to the new owner. Dick sold the 66C in 1981 with an ad in Hemmings Motor News. He can't remember the new owners name, but the car went back to Illinois. It's painted "Corot Beige" with red wheels and has dual spotlights as well as Trippe lights and is in excellent condition.

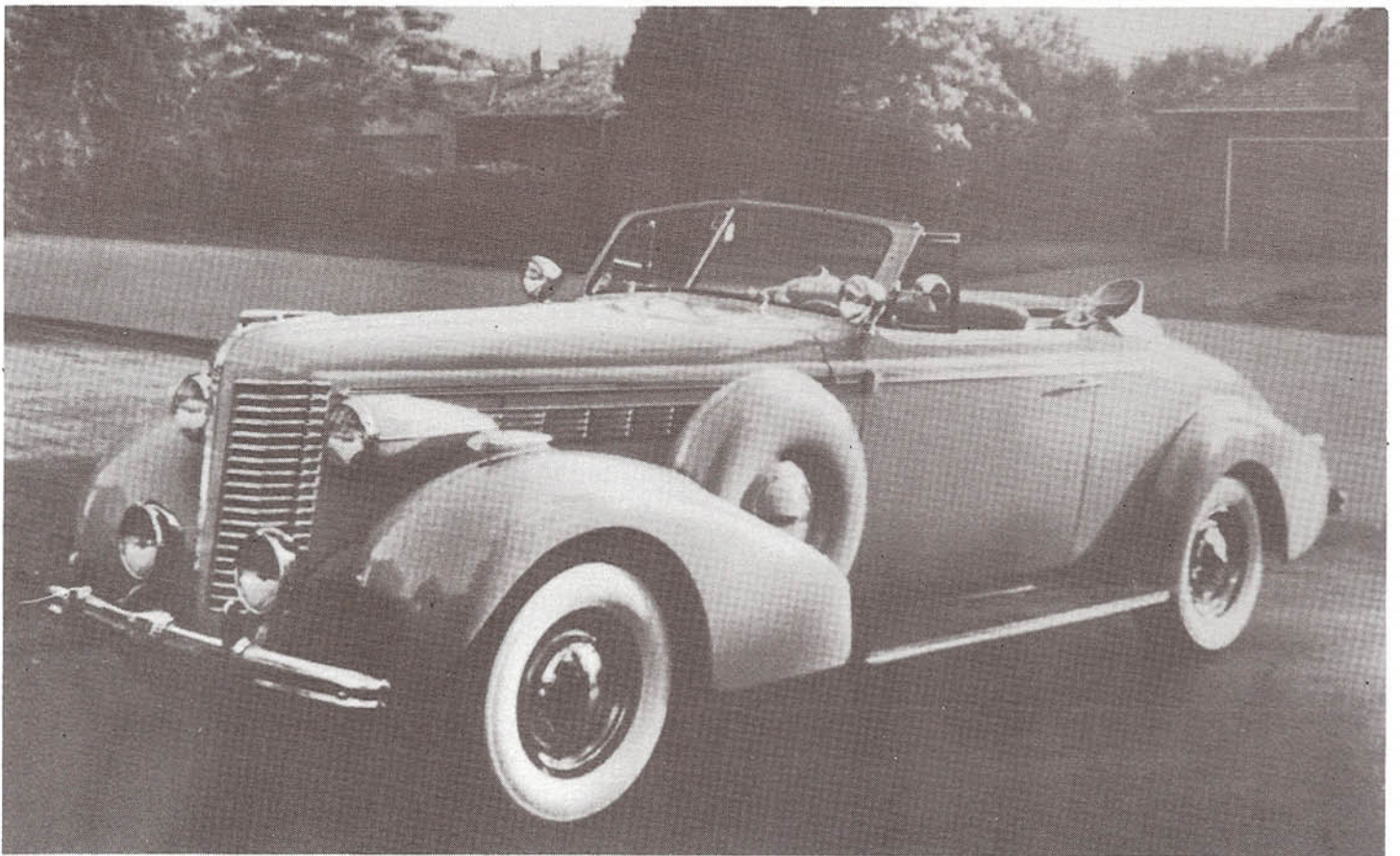
So if any of our members now owns or knows the owner of this car, I've got some photos he would be interested in.

Harry Logan #651
1005 Rilma Lane
Los Altos, California 94022





Photos of the 1938 Century referred to in Harry Logan's letter, above, as driven to California from Illinois in 1943 (during gas rationing -- how did he do it?), and below, as later restored with beige paint job.



FROM JIM FLACK (#499) - LOS ALTOS HILLS, CA

First of all, I must congratulate you and thank you very much for your efforts that go into making The Torque Tube the best publication of any automobile club that I have ever seen. You and all the other members who have contributed articles have succeeded in creating a technically informative, yet personal publication which reflects the depth of involvement of our long-time Buick devotees while it encourages newer members like myself to join in the fun. I currently receive other publications from two Lincoln clubs, two Packard clubs, and the Pierce Arrow Society. None of their publications can even hold a drop-light to The Torque Tube. I must also acknowledge my appreciation for Dave Lewis who established the initial direction of the club and whose inspiration continues to be evident in The Torque Tube.

I am interested in making contact with other 37-38 Buick Club members who are planning to attend the western meet and want to caravan together from the Northern California area. Please publish the following under a "Personals" column in the next issue of The Torque Tube:

Happily Married Couple w/'37 - 46 seeks couples or singles with similar interests for travel and adventure from Northern CA, OR, WA areas to 1st West Coast Meet. Call (415) 941-0603 before 8 pm WDT, Leave Message.
Jim Flack (#499)

EDITOR'S NOTE: Thanks, Jim, on behalf of myself, Dave Lewis, and all other Torque Tube contributors, for the kind words; if I got paid for doing this, it probably wouldn't be near as good, and sometimes I'm still amazed, after almost five years, that it gets done at all. Thanks also for that great metaphor: "hold a drop-light." Wish I'd thought of it. So far as I know, Jim has placed the first "Personals" ad we have had. I didn't know quite where to put it -- back with "Parts Wanted" seemed unsatisfactory -- but this little potpourri of "Mail From All Over" is I hope as good a location as any.

BACK ISSUES: All Vol. VII issues (Sept. 1988 to present -- Nos. 1-6) are available from the Editor: \$3.00 each (U.S.); \$3.15 each (Canada); \$5.00 each (overseas - U.S. Funds only); postpaid.

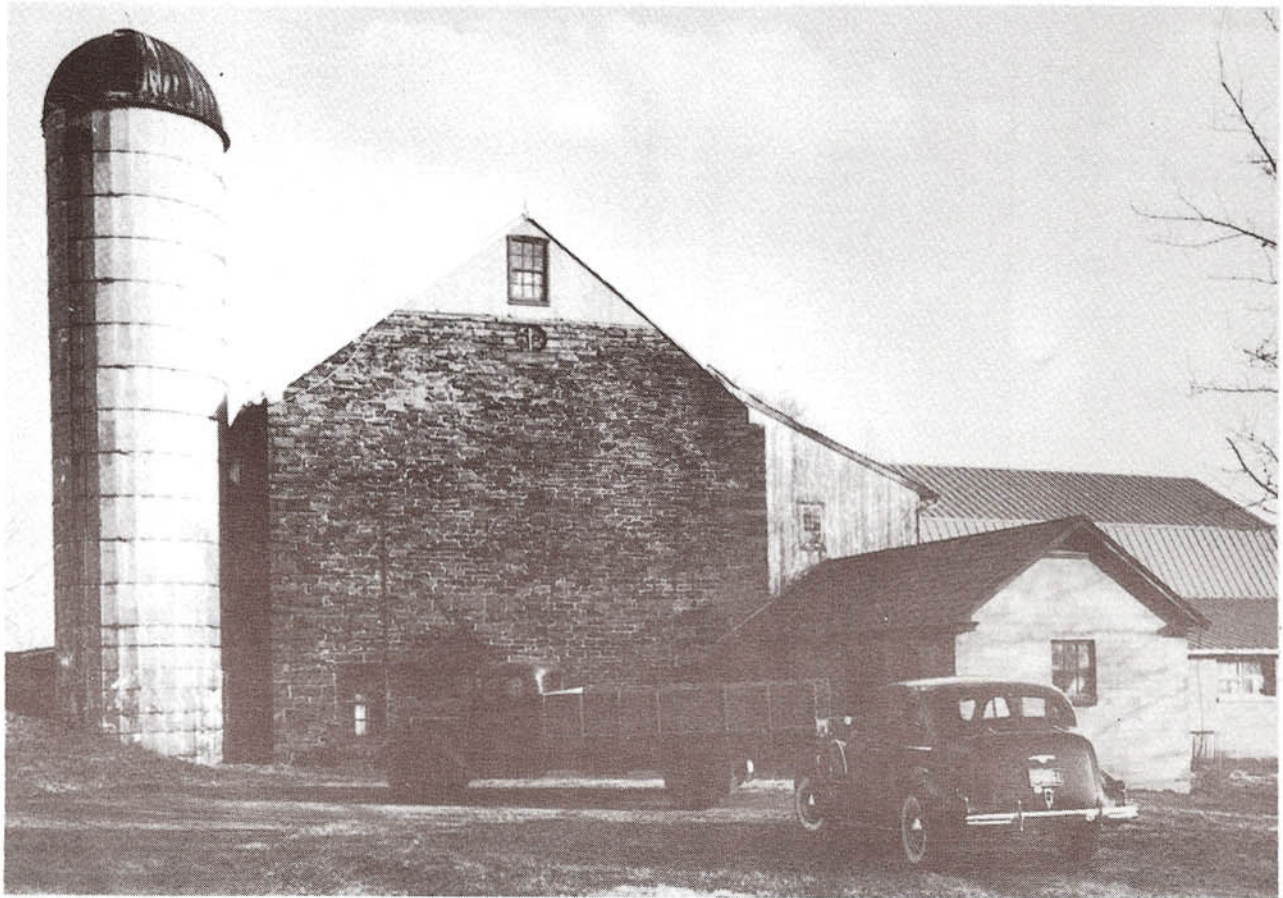
Earlier issues still in stock may be purchased from Paul B. Culp, Jr. (#508), R.R. 1 - Box 411, Perkasio, PA 18944. Write to him for availability and prices.

DECALS: Water-transfer decals of the Club logo in red, white and blue, approximately 2x3 in., are available from the Editor: \$1.00 each; three for \$2.00; postpaid anywhere.

PATCHES: Embroidered cloth patches of the Club logo (also red, white and blue), approximately 3x5 in. are also available from the Editor: \$3.00 each; two for \$5.00; postpaid anywhere.

Proceeds of all sales go into the Club treasury.

More Tales From Bucks County



About three years ago, in Vol IV, No. 6, we printed "Tales From Bucks County: A Buick Fable," which was a story I made up to accompany photos of Paul Culp's 1938 Century posed with some timeless "period" architecture. The story moved Paul back in time to 1946, and told how he had stored the Century during the War, using instead a '39 Studebaker, which he wore out. In the spring of 1946 he rehabilitated the Buick, thereby impressing a number of the townsfolk in Perkasio, Pennsylvania, and in particular his doughty dowager aunt, Letitia Elizabeth Culp. Paul's prudence and thrift led the old lady to abandon her admiration for his Cousin Emory's new runningboard-less, clutch-less Olds, and transfer it to the '38 Buick, a car of dignity, power and character -- rather like "Aunt Teesh" herself. Paul ascended to new status as "The most level-headed and sensible" of her nephews. Aunt Teesh is still visiting Paul as our "Fable" resumes. (Paul and his brother-in-law, who appear in the pictures, are of course real "modern" people, but as in the first "Fable" all else is pure fiction.)

A Fable

Paul's favorite aunt, Letitia Elizabeth Culp, known fondly (but seldom to her face) as "Aunt Teesh," had intended to spend only a week with him in the spring of 1946. However, one thing led to another, and it was almost three before Aunt Teesh announced that she would return to New Jersey the following day. It was with some mixed feelings that Paul picked up her railroad tickets at the Reading Terminal in Philadelphia. Having the old lady in one's house was not altogether easy, and it would be a relief to get back to his old routine. However, it seemed to Paul that Aunt Teesh's fondness for him had grown, and he found her a thoroughly admirable person in spite of her quirks and strongly-held opinions. Paul was sure the '38 Century had something to do with this. When Aunt Teesh heard how Paul had carefully preserved the Buick all through the war and restored it to its former dignity, she was impressed. "The most sensible of my nephews" she'd called him. A dignified car, indeed, yet far from stodgy; it seemed to fit the old lady's personality, and they'd logged many miles through the Bucks County countryside. After the first week, Paul knew he could not part with the car so long as Letitia Elizabeth lived. Not that he'd want to: it suited him just fine as well.

One of their little "Sunday drives" had been to the farm of Paul's brother-in-law, William Scott Tyson. Aunt Teesh had not been there before. Although the old lady had grown up on a farm, she had no lingering affinity for agriculture as a way of life. But she loved the sense of history and permanence that permeated the farm — it had been in the Tyson family since the early Nineteenth Century. (She was also captivated by his new-born foal, and didn't object to being treated to a few glasses of sherry from a bottle Scott said he'd bought in her honor.)

Certainly the farm was impressive. The walls of the main barn were built of stone, carefully laid up by hand more than a century before, and weathered into a subtle tapestry of gray and tan. Inside, the massive oak beams and floors, squared, cut and fitted with an intricacy and precision seemingly impossible for mere men and hand tools, had been mellowed and polished by a thousand hayings. Letitia remembered her father, grandfather and uncles raising a barn in the 1880's with the help of a group of neighbors and a master carpenter, but she had never seen such careful and enduring workmanship lavished on a structure not intended for human occupation. "My great-great grandfather was a baby when this barn was built," Scott said, "and sometimes I just stand here and think about how it was done. I wonder whether we could do anything like it today. I don't suppose they thought much about it, but somehow I feel they believed we'd be here now to use what they'd made. Anyway, they sure built 'em to last."

Letitia's thoughts were interrupted at that moment by the sound of Scott's wife ringing the dinner bell.

Later that evening on the way back to Perkasio, Aunt Teesh was silent for some time as Paul drove the Buick through the twilight. They were about a mile from home before she spoke. "I'm so glad you took me there, Paul. Such a fine young couple. And the farm is so ... well, its just beautiful. The barn is like a church — it stirs one's spirit. When one gets older one thinks more about the past, and saving the good things."

"Like my Buick," Paul thought to himself.

"I do hope Scott can preserve the farm, Paul. My grandfather's place is gone now, and many others with it. Maybe that is progress, but it makes me sad to see the things our ancestors worked so hard to do just go to hell and be forgotten — excuse my French."

"I know he wants to, Letitia, but it's not easy to get by with farming today. I suppose I shouldn't tell you this ... Scott has asked a couple of times if I could invest some money in the farm. There's a lot that needs to be done. I'd like to do it, but I don't see how I can. And no one wants to get into debt ... well, here we are." Paul pulled the Buick into his driveway, and further thoughts about the Tyson farm were ended by Paul's young son yelling for attention.

A few days after his aunt's departure, Paul received the expected letter from her containing the expected complaints about the trip back to New Jersey: in Letitia Elizabeth's opinion, the railroads had gone into irreversible decline when the Pennsylvania changed its dining car menu in 1936. Totally unexpected was the letter's concluding paragraph:

"I have been thinking about the Tyson farm," it said, "and I have decided that we should help them. Go to see Mr. Rathbone at the Fidelity Trust in Philadelphia and take your brother-in-law with you. Mr. Rathbone will have some money for you; my bank has arranged it. Do not ask me if this is what I ought to do, or make any foolish protests. I have much more than I need and my mind is made up. And do not worry about what your cousin Emory might think. I have taken care of that. I know that you and Scott will do the right thing. When I come to visit you at Christmas I would like to visit the farm again.

Your affectionate aunt,

Letitia Elizabeth Culp

P.S. I hope you will keep that nice car of yours running, too."

That evening Paul drove the Buick back to the Tyson farm. Scott was flabbergasted.

"We can't do this, Paul."

"We will do it. Don't think of it as charity. The old lady means to do her bit to save a piece of our heritage. You know how she went on about my saving an eight-year-old car, for heaven's sake. The farm is fifty times a car. Besides, she says her mind is made up and she means it. Hell hath no fury like Aunt Teesh scorned. We must do it. She's coming back at Christmas."

Thus it was that Paul and Scott were able to have old Joe Steinbach come out and fix some of the slates on the barn roof and repair the foundation; fix the house roof; add another field to cultivation; get a good bull calf and two more mares; add some nice-looking board fencing; and several other things. They had a good time planning it all. Scott wanted to get a new truck to replace the battered '39 GMC, but Paul said no.

"No new vehicles, Scott. Let's just take a few of the dents out this fall. After all, I just know it was my '38 Buick that started all of this. She'll like to see the old truck fixed up when she comes back."

Instead, they named one of the mares "Letitia" and the other "Elizabeth," and Scott Tyson hung the old lady's picture in his front hall. It's still there.







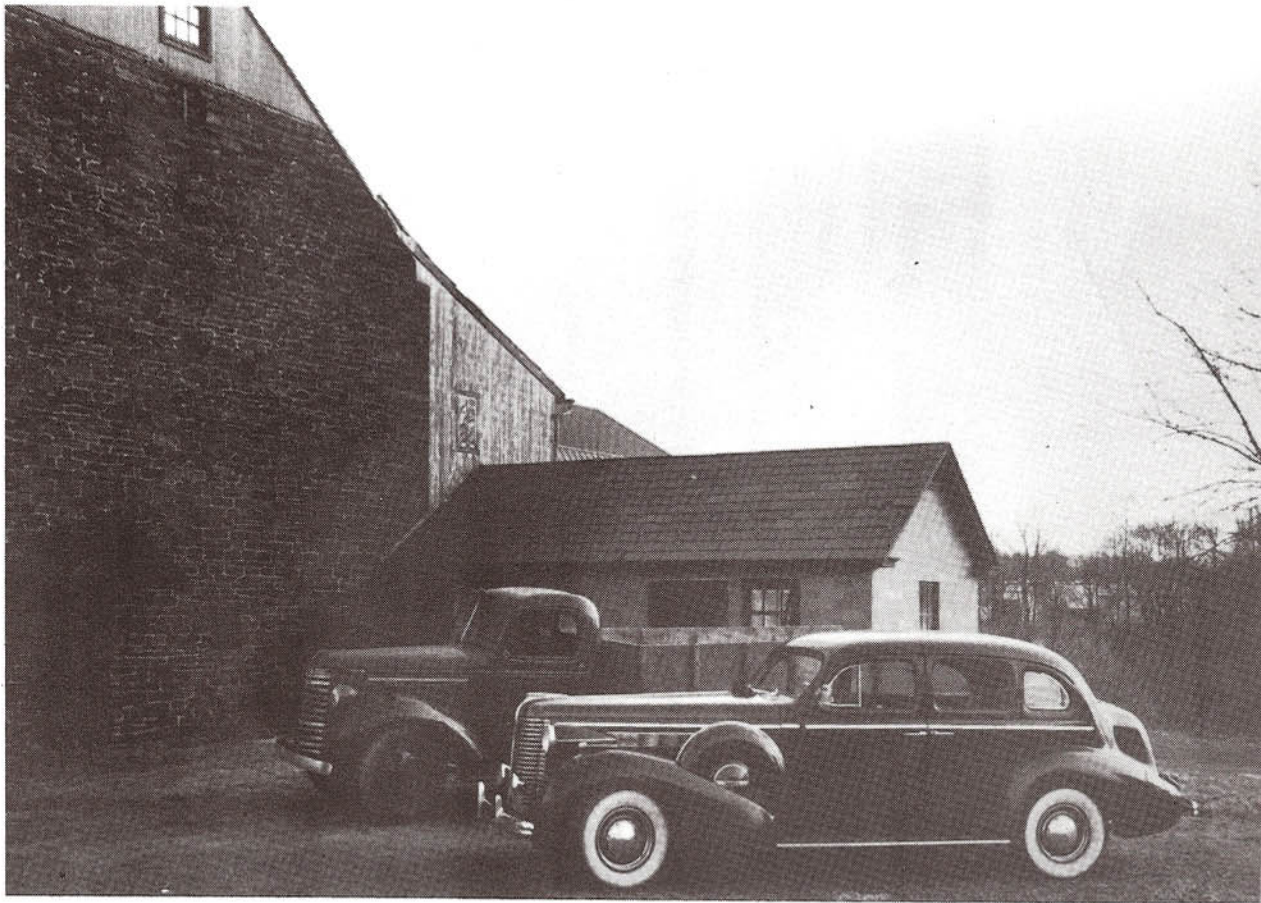
Well, there we have it, folks, another little run through the Olson/Culp Time Machine with a glimpse of the timeless rural scenery of Bucks County, Pennsylvania -- as well as two timeless vehicles. For those who missed the first episode of "Tales": Bucks County, in eastern Pennsylvania, is steeped in both beauty and history going well back into the Eighteenth Century. From Bucks County -- to cite just one example -- George Washington embarked across the ice-choked Delaware on Christmas night in 1776 and put to flight George III's Hessian mercenaries, an event that many years later resulted in Emmanuel Leutze's well-known heroic painting of the General violating the first rule of water safety by standing up in the boat.

Paul Culp's brother-in-law is in fact named William Scott Tyson -- a charming and obliging fellow who was kind enough to deliver two fenders to me last year when he and his wife came to Columbus for a convention. The Tyson family farm has been at its present location in Bucks County since the early Nineteenth Century, and was an active dairy farm until roughly ten years ago. Scott now rents out most of the acreage to neighbors for pasture and hay fields, but manages about a half-acre of vegetables for himself, a pursuit well worth in nutrition and taste what it requires in labor.

According to Paul, Scott has in fact just finished a rehabilitation of the barn, an endeavor that is praiseworthy indeed. The so-called "Pennsylvania" barn, with two or frequently three walls built of rubble stones and hand-split boulders laid up by hand and pierced with elaborate ventilation slots, is to my mind the acme of North American vernacular architecture. Although certainly not the foremost example of such construction, the Tyson barn (ca. 1830) is impressive nevertheless. (Overhanging wood-sheathed south sides of "Pennsylvania Dutch" barns are often decorated with "hexafoos" -- geometric patterns within circles -- and in Ohio and elsewhere door and window openings on red-painted wood walls may be surrounded by elaborate white outlines. The original purpose of such decorations has become a subject of scholarly dispute, but it is generally acknowledged that they are done today to uphold tradition, not to scare off the devil.)

Members who value tradition and admire craftsmanship would do well, if the opportunity is presented, to contemplate the interior of a large barn from the early or mid-1800's. How those members were cut, fitted, joined and raised into position by men alone, without cranes or power tools, is a question worth investigation and solemn reflection. The massive timbers cannot be duplicated today except at immense cost, but the technology (if that be the right word) still lives among the "Plain People" of Pennsylvania, Ohio, and Ontario. You have surely observed by now that I love barns, and I feel the same sense of loss when I see one fallen into ruin as when I see a 50-year-old car rotting in a field. Thus I could not resist the temptation to digress into discussion of them, the Messrs. Culp and Tyson having provided at last a chance for me to do so.

Paul's photography here is, as usual, beautifully staged and composed, and one is struck by the contrast between the "city feller's" Buick, with sidemounts and white tires, and the "country boy's" '39 GMC, plain and battered but still rolling. However, as the Fable shows, town and farm may be brought together in co-operative purpose.



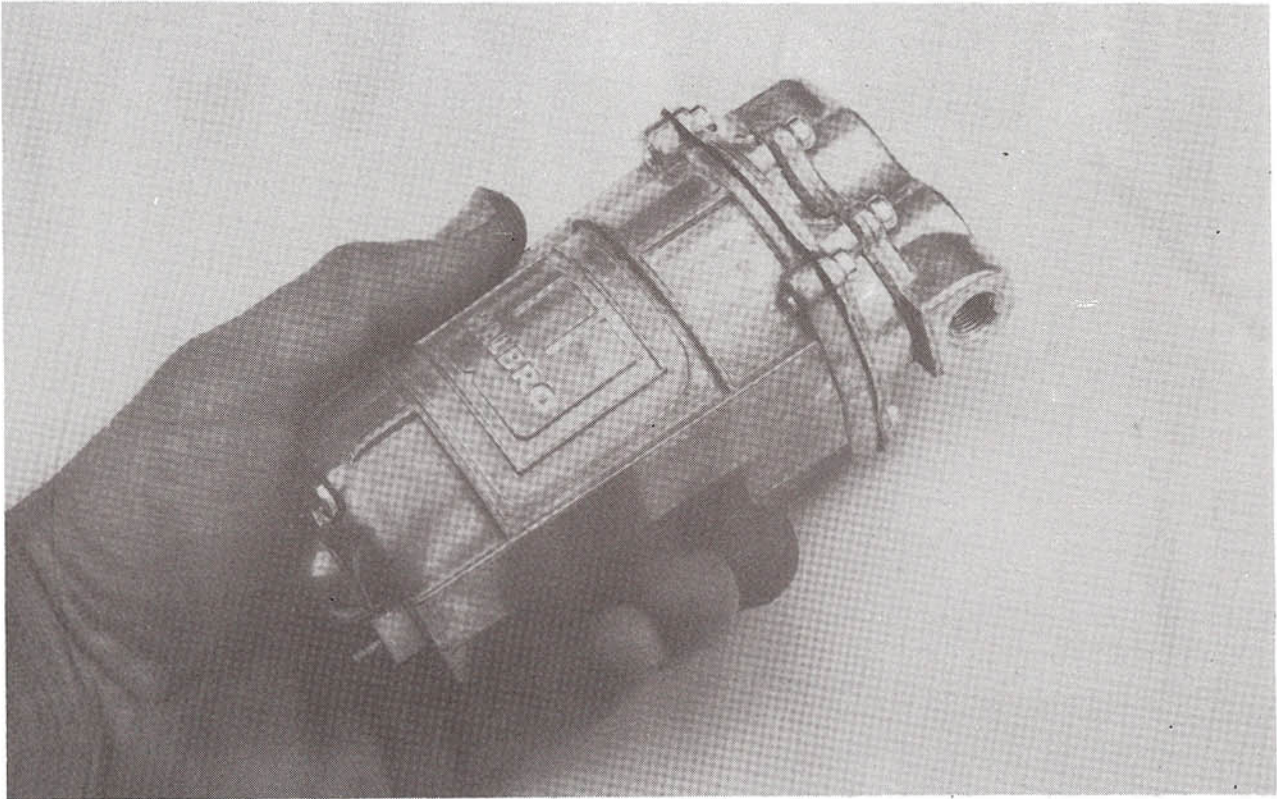
The truck has itself an interesting story. It resembles closely a GMC Scott's father bought for the farm shortly after World War II -- there's little difference between trucks of the late 30's and those of the first few post-War years. The old Tyson truck, if you'll pardon the expression, "bought the farm" some years ago, and is now resurrected as railroad car wheels, or maybe even the hind-end of your neighbor's Toyota -- or yet even, perish the thought, hull plates on the Exxon Valdez. The present GMC came from the family of Scott's sister Jenny's husband in the upper Susquehanna Valley. It was about to go to the resurrection-men as well when Scott decided it needed saving -- another worthwhile and praiseworthy endeavor.

For every one historic structure, vehicle, machine or artifact saved, innumerable others have fallen to ruin, rotted away, burned, or simply been trashed. Regrettably, a major fire in "downtown" Perkassie last summer destroyed the big building with the slate roof that served as backdrop for one of Paul's photos in the first "Fable." It is only very recently that 1930's "Art Deco" architecture has been considered worth saving, much less saved in fact.

So, with the stimulus of our Bucks County photography in mind, I am designating June as "Pose Your Car With Historic Architecture Month." Our thanks to Scott Tyson and Paul Culp, and the Original Master of Illusion, Oregon's Doug Nelson, who started it all. Now let's see what the rest of you can do.



TECHNICAL TIPS



ELECTRIC FUEL PUMPS

It's time to talk about these again, so we can see the nice photos sent in by (who else?) Paul Culp. In my opinion, unless one is dead set on an AACA national prize, an electric fuel pump is an extremely worthwhile addition to any straight -8 Buick. (The AACA Judging Manual says 10 points off for an added non-authentic fuel pump.) The electric pump has two valuable attributes:

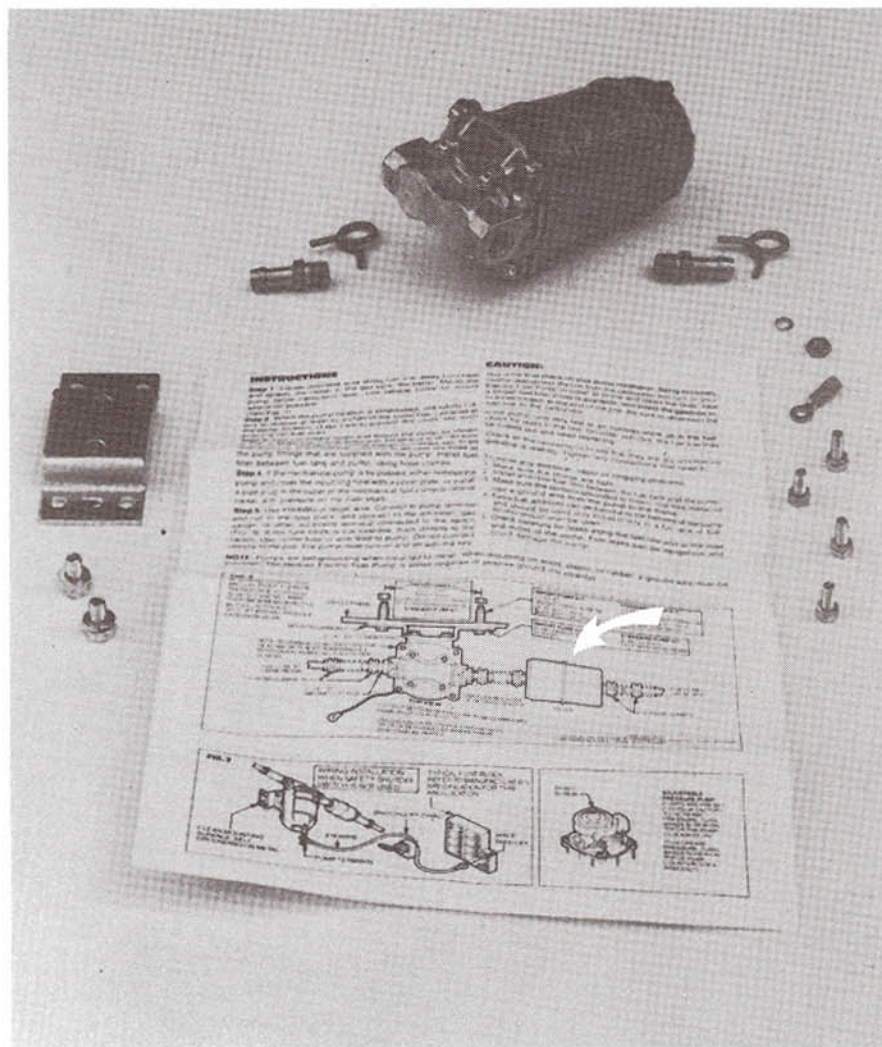
1. Used as a "booster" it can fill the carburetor float chambers before the starter is engaged, making for much faster starts and less wear on the starter — and less aggravation to the driver.
2. It can help overcome "vapor lock," and, of course, keep you going should the mechanical pump fail.

Electric fuel pumps are typically mounted on the frame somewhere between the tank and the mechanical pump — the closer to the tank the better, but the exact location is not critical. In such a location they are out of normal sight but not totally removed from accessibility. In order to achieve the faster-start "booster" advantage, the pump should obviously be wired to a dash-mounted off-on switch, so that it will

run independently of the engine. It is a very good idea to install a plastic "throw-away" filter between the tank and the pump and to carry a spare filter in the glove box or trunk. Even though you may think your tank is clean: (a) you may be wrong; or (b) the last gas you bought may have had sediment in it. Electric pumps typically have a screen at the inlet: whether you're using the pump at the time or not, if the screen clogs you're dead. (Ask Jeff Morris (#108) what it's like to have this happen.)

It is neither necessary nor desirable to run the electric pump full-time except in emergencies. Generally, the electric pumps have a bit too much pressure, and you risk carburetor flooding or perhaps leakage. The electric pump is properly used as a supplement to, not a substitute for, the mechanical pump. Either can pump gas through the other.

Six-volt electric pumps are available through Delco distributors and many other sources. The pump pictured in Paul Culp's photos came from J. C. Whitney.



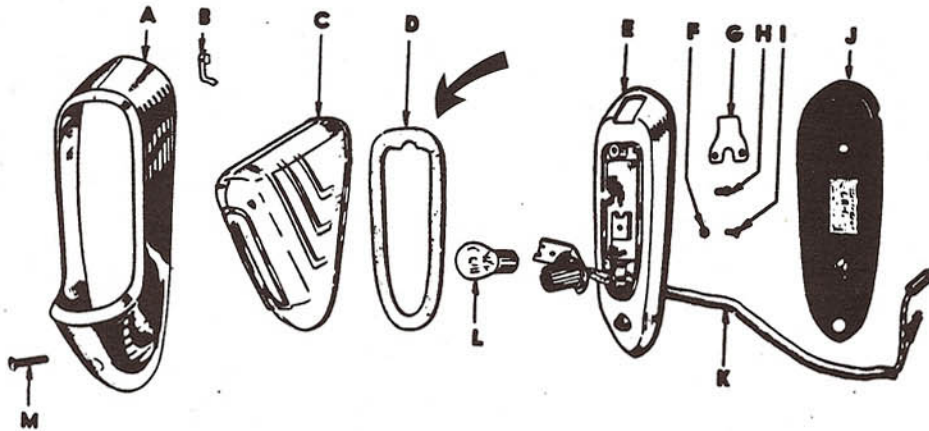
Pump plus mounting bracket and hardware, plus instruction sheet. Note that the instructions picture a "throw-away" filter as part of the installation (arrow).

TAILLIGHT GASKETS

BY HARRY LOGAN (#651)

Just a short note to tell you about something I just discovered about my '38 Buick. It's pretty simple, but was new to me and maybe will be to others also. Try to shake the taillight glass lens. If it's loose and moves around in the taillight, the gasket is probably missing. Both my red taillight lenses were a little loose, but I thought this was normal. While thumbing through the Buick Parts Book, I noticed an exploded diagram of the taillight assembly, showing that one of the parts was a gasket.

After buying a sheet of 1/16" thick cork in an auto supply store, I made and installed the gaskets. Now both lenses are held firmly in place, don't rattle and make a good watertight seal.



ROCKER ARM ASSEMBLY REBUILD

BY JEFF TRUTTMAN (#709)

I would like to say that as long as I've been involved with car clubs I have never looked more forward to, or enjoyed reading any other club magazine as much as I have The Torque Tube. It's been very informative: so much so, in fact, that I felt a strong need to make a contribution.

My background is in lubrication. I am employed as a District Sales Manager for a company that manufactures lubrication equipment: everything from a small grease fitting to a highly technical automated lubrication system for large machinery.

My contribution has to do with lubrication and the importance of proper machined tolerance. I have recently had my rocker assembly rebuilt to much better than new condition. I would like to share this experience; perhaps it would be a good addition to Paul Culp's "Engine Rebuilding" series.

We should start with the rocker arm shaft. After this item was thoroughly cleaned it was straightened to within one to two thousandths of an inch (.001 - .002). This is very important for even wear, and it keeps the rockers from causing side stress on the valve stems, which in turn will wear on the valve guides. After the straightening process the shaft was centerless ground, then hard chromed to five thousandths (.005) over standard. The shaft was then ground to standard tolerance. These added features provide a number of benefits, such as long engine hours, and much better performance.

The next step was to re-work the rocker arms. The rocker arms were reamed out to fit the pressing of a special bronze bushing used in hi-performance engines. The bushings are then drilled where needed to allow for lubricant passage ways, and then honed to fit the chrome hardened shaft to within 1.5 thousands of an inch (.0015). The next step was to check the radius tip on the arm that makes contact with the valve stem. This is also a very critical surface. If 100% of the surface does not make contact on the valve stem, it will cause a downward movement to one side of the valve stem. This also can cause excessive wear on valve guides. We all know what worn valve guides can offer. The final step in re-working the rocker arm is to check the adjusting nut for proper radius. This is another very important machine tolerance, and if not correct the threads will not hold valve adjustment.

By taking these additional steps I feel I've increased my rocker arm assemblies and valve guide life three times over, and increased engine performance and smoothness.

The machine shop that performed this re-work for me specializes in rocker arm rebuilding, and has a reputation for the best work. If any club member is interested in this service, I recommend he contact:

ROCKER ARM REBUILDERS
1801 Border
Torrance, CA 90501
(213) 320-9330
Gary Patrick



NEW MEMBERS

Alan D. Clark (#753)
350 St. Julie Drive
San Jose, CA 95119
408/281-2137
'38 46-S

Eugene Zeman (#754)
1608 Zika Ave. N.W.
Cedar Rapids, IA 52405
319/396-8666
'37 47

David Honer (#755)
287 Rosa St.
Richland Center, WI 53581
608/647-6254
'37 81-F

Gil Ranney (#756)
6682 Gate Hill Circle
Huntington Beach, CA 92648
714/969-2188
'38 66-C

Dennis Klubertanz (#757)
Rt.1-Box 323
Porterfield, WI 54159
715/732-4647
'37 46

Daniel Punyanitya (#758)
20 Soi Ruammit
Rama 6 Road
Bangkok 10400
THAILAND

Bill Finch (#759)
7320 York Ave. S.
Edina, MN 55435
612/835-2188
'38 41

Frank C. Palmer (#760)
2672 Newport Blvd.
Costa Mesa, CA 92627

Paul Couture (#761)
140 Charlton Road
Spencer, MA 01562
508/885-6984
'37 81

John Bema (#762)
2389 Rt. 9
Mechanicville, NY 12118
518/899-2155

OLD MEMBER RE-JOINS
Daniel N. Cooke (#548)
29 Daventry Ct.
Lynnfield, MA 01940
617/334-4806
'38 41

CORRECTION: James Brady (#751) has a '37 model 81-F ("New Members"; Issue 6)

How to Break In a New Engine

BY BOB PIPKIN ~ # 76

Now that you have invested a lot of money and time in your Buick engine let's take a few steps to ensure that the investment will reap dividends.

Add your favorite 20-weight high detergent oil to the crankcase. Remove the distributor and insert a large, long screwdriver or other suitable tool into the engine and engage the oil pump shaft. Rotate the oil pump shaft counterclockwise until the oil pump is primed. You will notice some resistance at this point when you are turning the shaft by hand. If you have the valve cover off you can see the oil seeping out around the rocker arms. Remove all the spark plugs and bring number one piston to top dead center. Reinstall the distributor so the engine is in time (see your shop manual).

Crank the engine over with the spark plugs removed and the coil wire disconnected. This will circulate oil to all parts of the engine. Never start a new engine without priming in this fashion.

Now you can reinstall your spark plugs and coil wire and start the engine. I'm assuming you have the valves set cold at approximately .017" clearance.

While you have your new engine idling, make sure the water level is correct and it doesn't overheat. No, we haven't backed out of the garage as yet!!

Now that you have run your engine at a good idle for a half hour or so and have boiled over or died of carbon monoxide, you can adjust the valves. I usually shut things down about this time, wipe my hands and have a cold Pepsi. This will give the engine block and head a chance to warm up to full operating temperature and a chance for me to cool down and get ready for adjusting sixteen bouncing rocker arms!

Restart the engine and slow the idle down to around 400 R.P.M. Start at the front and carefully adjust each valve while the engine is slowly idling. I use a clearance of a slip-through .016" with engine temperature at 180-190°. Another alternative is to remove the spark plugs and adjust each cylinder's valves while the engine is not running and the pistons are at top dead center on the power stroke. Again see your shop manual.

Reinstall the valve cover, check fluid levels, wipe splattered oil off the cowl and windshield, and readjust the idle speed.

The first time out with your new engine should be planned carefully. Plan a trip of at least an hour and not on the expressway! Bring the car up to 40-50 mph and then back off the gas until the speed is down to 25 or 30. Do this several times during your hour drive through the countryside or through the uncrowded part of town. Keep

EDITOR'S NOTE. A few months ago I asked Bob Pipkin to do an article on "break-in" of a newly-rebuilt engine. I had intended to save this for the conclusion of our "Engine Rebuilding" series. However, Paul Culp did not finish his next article — on valves and cylinder heads — in time for this issue, and therefore I'm giving you the Pipkin article slightly out of logical order. The Clup article should be in the next issue.

your eye on the temperature and oil pressure. Make several trips like this until you have approximately 100 miles on the clock. Now back into the garage or under the shade tree for a final valve adjustment and thorough going-over in the engine compartment to make sure all is tight and not coming undone.

This is the time I retorque the cylinder head bolts (before I adjust the valves). Again, with the engine warm (180-190°) adjust the valves at .016" and retighten the jam nuts on the rocker arms.

This is the time for your first oil change. Drain the pan and refill with your favorite brand of 20 or 30 high detergent oil. I go a step further at this point and drop the oil pan. You can wipe the pan clean with lacquer thinner and get rid of any foreign matter that washed down from the upper part of the engine.



David (#117) Bylsma's fine 1938 Century convertible coupe at the 1988 BCA National in Flint. David (in short pants) looks on while Club Curmudgeon Dan McLaughlin (#466) (fortunately for all, in long pants) sizes up the car. (Dan took some photos of the BCA National for us, and those were published a while back. Obviously, since his camera is here resting peacefully on his gut, Dan did not take this one. Bill Shipman (#617) did.) The '38 two-door also shown belongs, I believe, to Jesse Cahue (#719).



PARTS EXCHANGE



PARTS FOR SALE

THE FOLLOWING ARE ALL 1937

Center nose pieces	each	\$50 - 125
Hood side louvers	1 pr.	65
2 dr. & 4 dr. belt light and hood mouldings	each	10 - 35
Bumper guards	each	20
1 pair trunk hinges (need chroming)		30
1 right headlight door		20
1 pair headlight cans		40
Dome light escutcheon & lens		10
Hood handles	each	10
NORS universal license plate bracket		10
Cigar lighters	each	25
Windshield wiper dash knob		15
Light switch		10
Oil filter cover		8.
Center nose medallion under front of hood chrome		10
Radio grill		20
NOS chrome gas tank cap		20
Hood ornaments		5 - 25
Center stop lens and taillight lens	each	20
Windshield wiper arms		10
Sidemount locks		5 - 25
NOS & Used inside visor chrome		5 - 15
Used windshield wiper transmission		15
NORS under dash heater & fog switch		10
1 pair taillight assemblies with lens		75
1 pair rear armrest ash trays		30
Window & door handles - in & out		5
Window chrome handle escutcheons	each	4
Inside rear view mirrors	each	5 - 15
NOS cable from starter to battery		7
Complete choke cables	each	15
Front door arm rests	each	15
AAI carburetor - Stromberg, with choke unit (choke butterfly missing)		140
Vacuum starter switch		30
40 Series new kit, re-built fuel pump		45
Under dash defroster duct	1 pair	30
Oil dip stick		15
NOS timing hole covers	each	5
NOS rubber brake & clutch pedal covers	pair	5

Packaging, insurance and shipping additional - S.A.S.E. only for replys.

Don Gust #43
150 Osceola Drive
New Port Richey, Florida 34654 Phone A/C813 869-1463

THE FOLLOWING ARE ALL 1938

1 60 series center hood hinge solid stainless repro.		125
1 pair front fender lights with chrome, primed with NOS Guide lens		200
Complete speedometer cluster with only temp. gauge missing		80
Chrome dash unit		25 - 50
Dash ash trays	each	10
Back of seat ash trays	each	15
1 pair armrest ash trays		40
Radio, completely overhauled & modern vibrator with auxiliary speaker		280
Front arm rests -	each	15
Clocks		20 - 40
Inside rearview mirrors		5 - 15
Under front of hood chrome		8
Hood handles	each	10
Hood ornaments		15 - 50
NOS visor hinges		15
4 door and coupe license and trunk handle units		20 - 50
Inside and outside handles		5
Window chrome handle escutcheons		4
Choke cables complete		15
Light switch		10
Dome light chrome & lens		15
Cigar lighters complete		25
Trunk hinges		30
Sidemount locks		5 - 25
1 pair NOS windshield transmission tailight lens	each	125
NOS clutch & brake rubber pads	pair	20
Front bumper badge		5
Dipstick		125
NORS universal front license bracket		15
1 pair defroster ducts		10
Windshield wiper control knob		30
1 pair NEW vent window glass		20
New trunk handles - coupe & 4 dr.		30
Side hood stainless		20 - 30
2 dr. & 4 dr belt, hood & light mouldings		25
Glove Box locks		20 - 30
		15

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616/396-3183
616/392-1761

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Rear license light lens.....\$10.00
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 40-60..... 10.00
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 Front end parts, 40-60.....OFFER
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 Hood moldings -40.....Set..15.00
 Floor board trans. cover-60..... 10.00
 Battery box-60..... 10.00
 Brake & clutch pedals NOS, 60... 30.00
 Wheel cylinder, rear-60...Set.. 20.00
 Wheel cylinder, front-60...Set.. 30.00
 Master cylinder, NOS-60..... 50.00
 Hood-60..... 45.00
 Rear fenders-40-60.....Each 45.00
 Brake hose from master cyl.
 to frame-60..... 25.00
 Brake hose from frame to
 torque tube-40-60..... 15.00
 Front center bumper guard..... 45.00
 Rear center bumper guard (fold-
 down type)..... OFFER
 Replacement voltage regulator,
 NOS..... INQUIRE
 Headlight trim rings, like
 new.....Set 75.00
 Tail lights, complete.....Set 85.00
 Front wing vents, very good Set 45.00
 Front fender screws-40.....Each 1.00
 Plugs for radio holes in dash,
 Each 5.00
 Set 15.00
 Firewall vent..... 10.00
 Firewall vent handle w/plastic.. 10.00
 Sun visors.....OFFER
 Grille chrome that bolts
 on the hood.....OFFER
 Front bumper bracket..... 15.00
 Rear bumper bracket..... 15.00
 Dash ash trays..... 20.00
 Rear license plate brackets..... 10.00
 Used hub cap, VG, needs chrome... 15.00
 clock..... 25.00

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 7747 Siden Drive
 Hanover, MD 21076
 301/551-7236

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 Headlight switch assy, no
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 Park light chrome bracket,
 cracked.....OFFER
 Park light bottom only,
 no guts.....OFFER
 Hood handles: one good,
 one rough.....Both for 7.50
 Horns, hi & low, OK. Pair.....15.00
 Steering column & box.....50.00
 Voltage regulator..... 8.00
 Small piece cowl stainless.... 6.00
 Dome light switch plate..... 3.00
 Dome light repro, OK.....10.00
 Coil springs.....25.00
 Generator & starter, OK
 when stored.....Each 20.00
 Heater core, prob. OK.....25.00
 Tail light, complete..... 8.00
 Exhaust manifold, large
 engine, L or R sections.Ea20.00
 Rear bumper horns.....Each 7.00
 Instrument cluster, no
 temp. line.....20.00
 Wiper motor & one arm.....10.00
 Headlight side chrome..... 6.00
 Hood ornament, V.G., no tail...15.00
 Rear bumper, needs plating....30.00
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 Harnesses Unlimited new head-
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 66 Haskell St.
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 springs): \$150. Buick Master heater:
 \$10. Shipping extra.

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 \$100. 1937 Flexible steering wheel core, \$30.00.
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FOR SALE: 1937 80 series front bumper--the four-hole type; needs plating and minor straightening: \$75.00. 1937 80-90 series master cylinder--casting only, no end cap, filler plug, piston, etc. Needs to be sleeved: \$20.00. Shipping extra. BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235. 614/436-7579 home. 614/687-3041 ofc.

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JECC, Inc. (Jerry Pasquariello #643)
P.O. Box 616
West Paterson, NJ 07424
201/890-9682

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PARTS WANTED



Wanted: For 1937 model 81F. Desperately need choke assembly for AA-2 carburetor and hood louvers. Preston K. Turner, 514 E. Main Street, Washington, NC 27889. (919) 975-2497 days, (919) 946-6651 nights.

WANTED: Three wheels for 1937 40 Series with hub cap spring clips intact. DANIEL B. McLAUGHLIN (#466). 6608 Forty Mile Point, Rogers City, Michigan 49779. 517/734-3312.

WANTED: I still want a '37 80-series FOUR-HOLE rear bumper, in any condition above hopeless. I know there's one somewhere. will buy or trade '37 80-series four-hole front bumper. BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235. 614/436-7579 home. 614/687-3041 ofc.

CAR TRANSPORT NEEDED: I am interested in having a car brought from Wyoming to Michigan some time this summer.

TOM ALDERINK (#735)
619 W.23 St.
Holland, MI 49423
616/396-3183; 616/392-1761



CARS FOR SALE



The following letter was sent to me by Karen Collin, Editor of the BCA Bugle. Somebody in southern California ought to grab this up. (Lakeside is about 20 miles east of San Diego.) It sounds as though this is one of those combination ambulance - hearse vehicles, and is almost certainly a stretched Century chassis.

11361 Oak Creek Drive
Lakeside, CA, 92040
02 May 1989

Buick Club of America
P. O. Box 898
Garden Grove, CA 92642

Dear sirs:

I need your help. I have a 1937 Buick "sort of hearse" (a huge four door, with a swing open rear door). It was left parked on my place several years ago and the owner vanished. I am applying for the pink slip using the mechanics lien business so I can clean up the place.

The car is partially restored. I think the body had been lifted off the frame for cleanup and put back on. Head is off the engine, but I think all of it is there. I had welded up the heat riser box for the owner while he was still working on it. It has a new (6 years ago) headliner. Some wooden body stuff needs work. There is one cut glass rear side window intact and the other suffered a rock throw by a neighbor kid. All other glass is OK. All body parts are there. There's about 15 NOS spare wheel covers and a bunch of other miscellaneous parts including a huge set of keys and a roll of naugahide. Also another straight eight engine complete, although I think it is a post WWII year model.

It would certainly be a shame for this old beauty to go to the smelter. Surely someone out there could give it a good home. I think a reasonable selling price would be about \$1500. If that is way out of line, please tell me. I would work on it myself, but I am a member of the Citroen Car Club and Cortez Motorhome Club and have all I can do keeping these babies running.

Yours truly,

Jerry J. McMurry

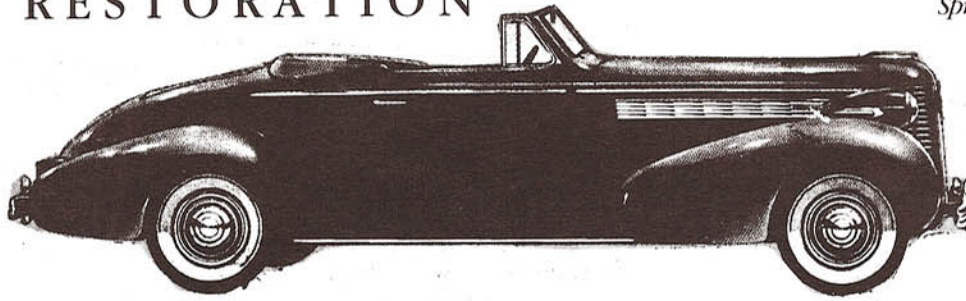
CAR FOR SALE: 1938 model 41. My name is "Rodney" and I am a Buick National and AACA 1st Place winner. My owner has fallen in love with a '37 model 66C, and this six-wheeled tramp with sagging springs and drooping headlights wants my garage space. I don't come with any extra parts because I don't need any. \$20,000. Call 1-800-251-1234 and ask for Randy Dozier. (He's the SOB who is eliminating me.)



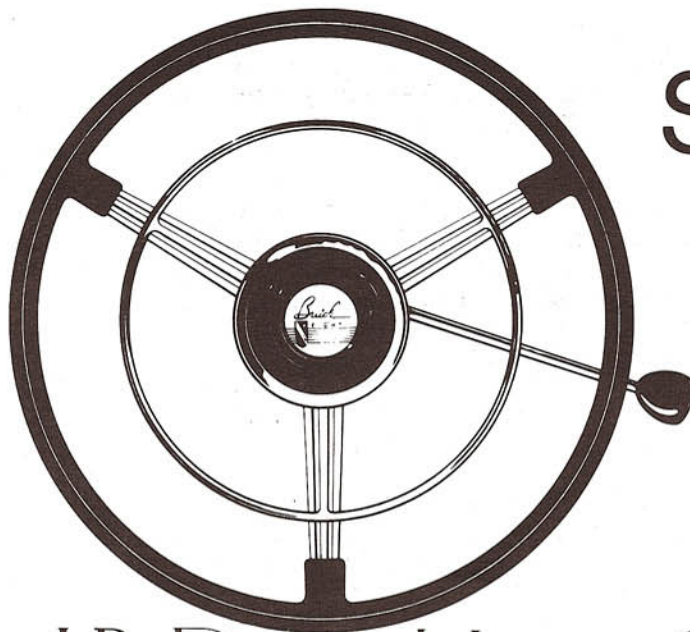
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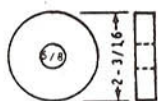
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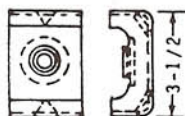
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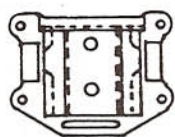
B-0229 \$19.50/pr.

Pad, upper front engine support. Replaces #1271631. Most models. 1 pair per car.



B-0234 \$56.50/pr.

Pad, engine support, front lower, as required. Revulcanization service only for #1295255 & #1305582. Send in old cores and allow 3 weeks.



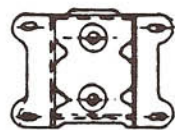
B-0235 \$93.00/pr.

Support assembly, engine, rear. Replaces #1297662. Revulcanized to new condition using your old steel plates. Please send both steel plates from your old supports (4 pieces total). Allow 3 wks. for delivery. Series 40 only.



B-0256 \$93.00/pr.

Support, engine, rear. Revulcanizing service. Replaces #1297962. Your original steel parts cleaned, blasted, and remolded to new rubber. Be sure to send in both parts of each mount. Allow 3 weeks for this job. Series 80 and 90.



B-0289 \$93.00/pr.

Support, engine, rear at bell housing. Replaces #1297663. New rubber vulcanized to your old steel core. Send in cores and allow 3 weeks. All Series 60.

Transmission Mounts



B-0257 \$44.00/set

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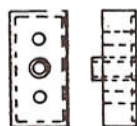
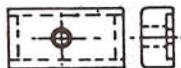
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(1937 only) Pad, transmission support. Correct design replacement for #1297169. 1 pair per car. Series 40 only.



B-0312 \$44.00/set

(1938 only) Pad, transmission mounting, upper and lower. Revulcanization service for #1305964 (upper) and #1302573 (lower). Send in your old steel plates and tube. Please allow 3 weeks for delivery. Series 40 only.



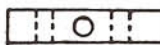
B-0296 \$22.50/ea.

(1938 only) Pad assembly, transmission support, lower only. Revulcanization service for #1302573. Send in old plate and sleeve and allow 3 weeks for service. Series 40.



B-0335 \$24.75/pr.

(1938 only) Insulator blocks, transmission support, upper and lower. Replaces #1305236, 1304840, 1310645, and 1310647. Series 60, 80, and 90 only.



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1937 - 38 BUICK'S

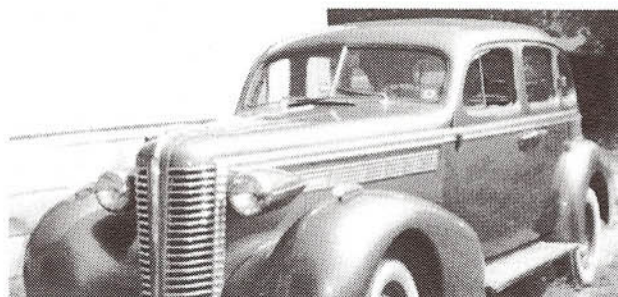
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